

B. F. TAYLOR
Sole Agent
Lighters and Steam Launches
Supplied
ILOILO, PHILIPPINE ISLANDS

The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO. LIMITED,
General Managers.

NEW SERIES No. 3067. 日六十月五年八十二緒光

SATURDAY, JUNE 21, 1902.

六拜禮 號一廿月六英曆舊

THIRTY DOLLARS
PER ANNUM

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 21,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,710,000

Head Office—YOKOHAMA.
Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 27th March, 1902. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$14,250,000
STERLING RESERVE \$10,000,000
SILVER RESERVE \$4,250,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
Hon. R. SHAW, Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq., H. SCHUBERT, Esq.,
E. GOETZ, Esq., N. A. SIEBS, Esq.,
G. H. MEDBURST, Esq., H. W. SLADE, Esq.,
D. M. MOSES, Esq., H. E. TOMKINS, Esq.,
A. J. RAYMOND, Esq.
CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
SHANGHAI—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 14th June, 1902. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital \$1,000,000
Paid up Capital 324,374
HEAD OFFICE—HONGKONG.
Board of Directors:
Chan Kit Shan, Esq., J. C. EWENS, Esq.,
Chow Tung Shang, Esq., Julius Focke, Esq.,
Chief Manager.
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 %
Hongkong, 3rd May, 1902. [15]

THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES: Hankow, Tientsin, Tsingtau (Kiautschow).
LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. SCHOTTLAENDER,
Manager.
Hongkong, 15th April, 1902. [16]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP £300,000
RESERVE LIABILITY OF SHAREHOLDERS £300,000
RESERVE FUND £260,000
INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months 4 per cent.
On Fixed Deposits for 6 months 3 1/2 per cent.
On Fixed Deposits for 3 months 3 per cent.
T. P. COCHRANE,
Acting Manager.
Hongkong, 2nd June, 1902. [17]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.
Hongkong, 15th November, 1902. [18]

GUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK).
ESTABLISHED 1864.

PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$4,758,600
TOTAL \$6,758,600
Head Office: NEW YORK.

Directors:
Samuel D. Babcock, George F. Baker, August Belmont, George S. Bowdoin, Frederic Cromwell, Walter R. Gillette, E. H. Harriman, C. G. Haven, R. Somers Hayes, Charles R. Henderson, Harry Payne Whitney.
Adrian Iselin Jr., James N. Jarvis, Augustus D. Juilliard, Richard A. McCurdy, Levi P. Morton, Walter G. Oakman, Alexander E. Orr, Henry H. Rogers, H. McK. Twombly, F. W. Vanderbilt.

Walter G. Oakman, President.
Adrian Iselin Jr., Vice President.
Henry A. Murray, 3rd Vice President.
Wm. C. Edwards, Treasurer.
F. C. Harriman, Assistant Treasurer.

LONDON COMMITTEE:
Arthur John Fraser, (Chairman).
Donald C. Haldeman.
Honorable Levi P. Morton.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.
INTEREST ALLOWED.
On Current Accounts at 2 1/2 per annum.
On Fixed Deposits:
For 3 months 2 1/2 per annum.
For 6 months 3 1/2 per annum.
For 12 months 4 1/2 per annum.
N. G. EVANS,
Acting Manager.
Hongkong, 10th April, 1902. [12d]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1906.
Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000
Head Office—SHANGHAI.
Branches and Agencies:
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENSIN.
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
1 1/2 per annum Fixed Deposits for 3 months.
2 1/2 per annum Fixed Deposits for 6 months.
3 1/2 per annum Fixed Deposits for 12 months.
E. W. RUTTER,
Manager.
Hongkong, 1st January, 1902. [12]

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$14,250,000
STERLING RESERVE \$10,000,000
SILVER RESERVE \$4,250,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

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SILVER RESERVE \$4,250,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(INCORPORATED IN HONGKONG.)

FOR STEAMERS CAPTAINS TO SAIL REMARKS
SINGAPORE, Nankin C. J. Benton About 24th June Freight only.
LONDON, Formosa B. H. W. Snow Noon, 28th June Freight or Passage.
YOKOHAMA, Bombay H. S. Bradshaw About 28th June Freight or Passage.
SHANGHAI, Valetta A. G. Cubitt, R.N.R. About 4th July Freight or Passage.
LONDON, &c. Parramatta * F. J. Fox Noon, 5th July Freight or Passage.

* (See Special Advertisement).
† Via SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).
‡ PENANG, COLOMBO and BOMBAY.

For Further Particulars, apply to
Hongkong, 21st June, 1902. E. A. HEWETT, Superintendent.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
HAMBURG THURSDAY, 26th June.
PRINZ HEINRICH THURSDAY, 10th July.
SACHSEN THURSDAY, 24th July.
KIAUTSCHOU THURSDAY, 7th August.
BAYERN THURSDAY, 21st August.
KONIG ALBERT THURSDAY, 4th September.
PRINZESS IRENE THURSDAY, 18th September.
DARMSTADT WEDNESDAY, 1st October.
PREUSSEN WEDNESDAY, 15th October.
HAMBURG WEDNESDAY, 29th October.
KARLSRUHE WEDNESDAY, 12th November.
* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 26th day of June, 1902, at NOON, the Steamship "HAMBURG" of the HAMBURG-AMERIKA-LINIE, Captain E. Burmeister, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on TUESDAY, the 24th instant, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 25th instant, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 25th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
Hongkong, 12th June, 1902. MELCHERS & CO., AGENTS. [16]

Intimations.

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED A CONSIGNMENT OF
American Refrigerators.
THE "NIAGARA," THE "ERIE."
DRY AIR REFRIGERATORS.
ICE CHESTS. ICE SHAVES. ICE PICKS.
THE CELEBRATED
"GEM" ICE CREAM FREEZERS.
THIN TROPICAL BLANKETS.
AND OTHER SEASONABLE GOODS.

LANE, CRAWFORD & Co.

Hongkong, 16th June, 1902. [173c]

GOIR ROPES AND HAWSERS

of best quality, in all sizes, always in Stock at moderate prices.
Apply to
DODWELL & Co., LIMITED.
Hongkong, 5th March, 1902. [273c]

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR
Indigestion, Dyspepsia, Flatulency and
Acidity of the Stomach.
VICTORIA DISPENSARY,
Late J. C. O'Connell & Co. Ltd.

Intimations.

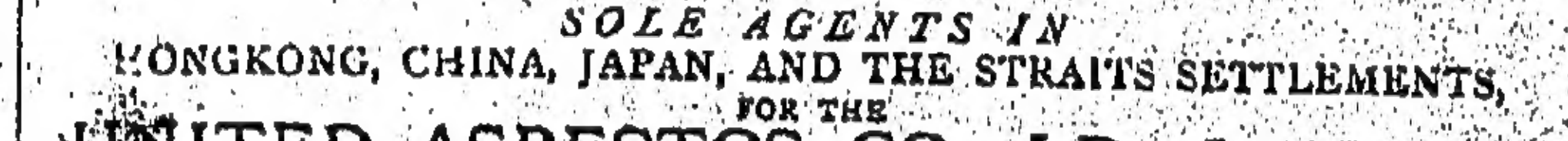
BOVRIL ISN'T DEAR.

In fact, value for value, it is one of the cheapest drinks and one of the most economical foods that can be obtained. A cup of hot Bovril costs less than a drink of whisky, and while giving a more genuine and lasting warmth than the latter, contains, in addition, the nutritive principles of beef worth many times its cost.
Old fashioned beef teas and meat extracts, whether known as such, or disguised under more pretentious modern names contain none of the NUTRITIVE properties of beef. Baron Liebig himself admitted this fact; there is not a doctor to-day disputes it. Used as a nourishment Meat Extract is probably the most expensive article one can buy. Bovril one of the cheapest.

BOVRIL AT THE FRONT.

Bovril has played such a conspicuous part in South Africa that it forms no inconsiderable feature of the story. The "Lancet" has had frequent references to Bovril in the reports of the officers of the Royal Army Medical Corps. Nearly every newspaper correspondent has had to refer to Bovril to make his story complete. Rudyard Kipling and Boden-Powell have written their Bovril stories. Over 500 British hospitals and similar public institutions use and prescribe Bovril, not beef tea, but Bovril.

The reason is not far to seek. Bovril is a nourisher as well as a stimulant. It contains the albumen and fibline, the sustaining properties of the beef. It is this fact, together with its absolute purity, that commends Bovril to physicians and scientists, and proves in practice what it demonstrates in analysis.



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON.
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT: THOMAS SKINNER.
SUPERINTENDENT: ARCHIBALD RITCHIE.

24] DODWELL & CO., LIMITED, General Managers.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuohinotsu, Sasebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Honda, Ichimura, Kanada, Kishima, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Maizuru, Tsukubara, Yoshinotani, Yoshio, Yanokibara and other Coals.
N. INUZUKA, Manager, Hongkong.

Have you tried

"Blatz,"

The Star Milwaukee Beer,

PER CASE OF 10 DOZEN BOTTLES \$27.

SOLE AGENTS:

H. PRICE & CO.,

12, Queen's Road.

Hongkong, 4th June, 1902. [953c]

Aquarius.

SPARKLING MINERAL TABLE WATER.
GILLET WATER.
SODA WATER.
BELFAST GINGER ALE.
STONE GINGER BEER (Brewed).

Manufactured entirely from Pure Triple Distilled Water by the
Aquarius Co., Shanghai.

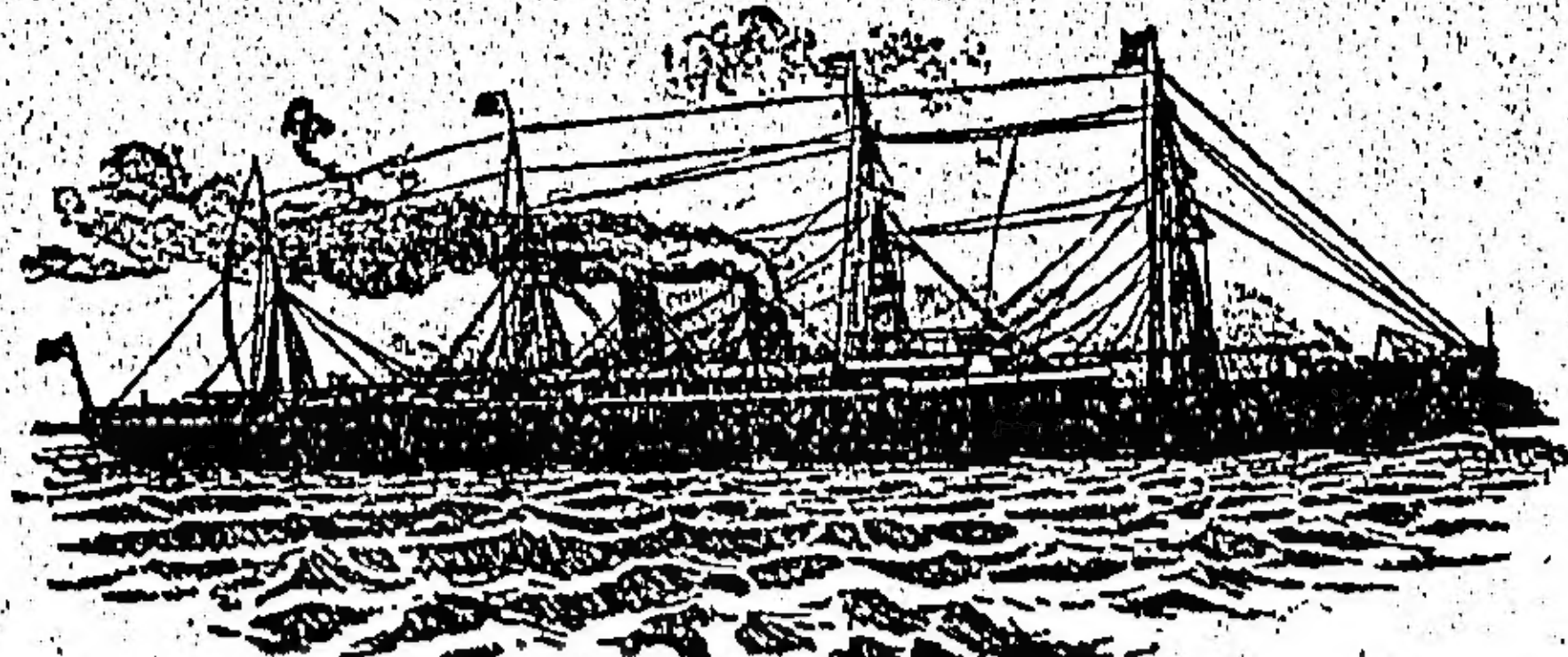
SOLE AGENTS:

CALDBECK, MACGREGOR & Co.

15, Queen's Road.
Hongkong, 17th June, 1902.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|------------------|-------------------------------|
| "PERU" | TUESDAY, 24th June, at Noon. |
| "COPTIC" | THURSDAY, 26th July, at Noon. |
| "AMERICA MARU" | SATURDAY, 13th July, at Noon. |
| "CITY OF PEKING" | SATURDAY, 19th July, at Noon. |
| "GAELIC" | TUESDAY, 25th July, at Noon. |
| "HONGKONG MARU" | TUESDAY, 5th August, at Noon. |

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 24th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (First-class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full value of same is required.

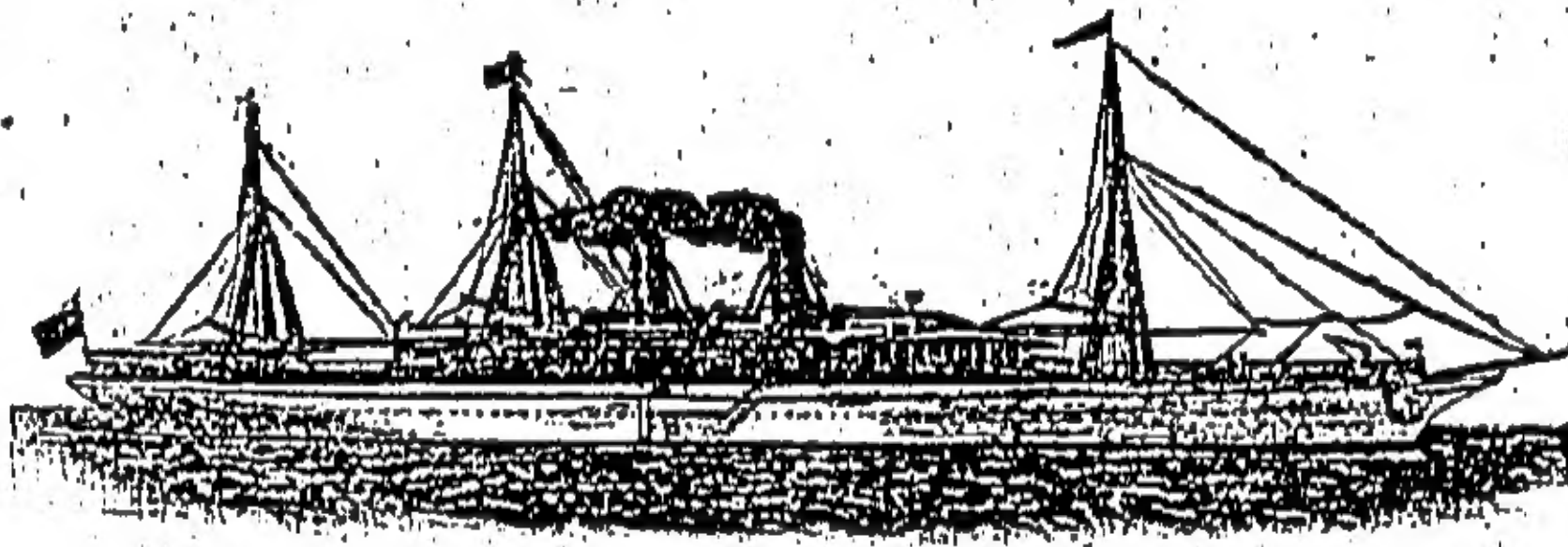
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 18th June, 1902.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|-------------------------|---|
| R.M.S. EMPRESS OF INDIA | Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 25th June. |
| EMPRESS OF JAPAN | Comdr. H. Pybus, R.N.R. WEDNESDAY, 16th July. |
| ATHENIAN | Comdr. H. Mowatt, R.N.R. SATURDAY, 26th July. |
| EMPRESS OF CHINA | Comdr. R. Archibald, R.N.R. WEDNESDAY, 6th Aug. |

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 21st June, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

| STEAMERS | DESTINATIONS | SAILING DATES | Freight and Passengers |
|-----------------|------------------------------------|---------------|------------------------|
| STRASSBURG | MARSEILLE, HAVRE & HAMBURG | 1st July | Freight and Passengers |
| Musson | (Calling at SINGAPORE and COLOMBO) | | |
| SAMBIA | HAVRE, BREMEN, and HAMBURG | 15th July | Freight and Passengers |
| Schmidt | (Calling at SINGAPORE and PENANG) | | |
| SILESIA | HAVRE and HAMBURG | 30th July | Freight and Passengers |
| Bable | (Calling at SINGAPORE and COLOMBO) | | |
| C. FERD. LAEISZ | HAVRE and HAMBURG | 14th Aug | Freight and Passengers |
| Fuchs | (Calling at SINGAPORE and PENANG) | | |
| WURZBURG | HAVRE and HAMBURG | 28th Aug | Freight and Passengers |
| von Binzer | (Calling at SINGAPORE and COLOMBO) | | |
| KONIGSBERG | HAVRE and HAMBURG | 10th Sept | Freight and Passengers |
| Mayer | (Calling at SINGAPORE and PENANG) | | |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 20th June, 1902.

Intimations.

SANITARY BOARD.

OWNERS of HOUSES situated in the Western Division of the City of Victoria who have not had their Premises "LIME-WASHED and CLEANSED" in accordance with Law, are reminded that the period during which this work should be FINISHED ends on the 30th day of JUNE, 1902, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any owner in default after the above named date.

By Order of the Board,
G. A. WOODCOCK,
Secretary.

Sanitary Board Office,
1st June, 1902.

NOTE.—The Western Division of the City lies to the West of Morrison and East Streets.

FOOK WO COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the COMPANY'S OFFICE, No. 43, Bonham Strand, Victoria, in the Colony of Hongkong, on SATURDAY, the 28th day of June, at 12 o'clock, NOON, when the SUBMITTED RESOLUTIONS which were passed at the Extraordinary General Meeting of the Company held on the 10th day of June, 1902, will be submitted for confirmation as SPECIAL RESOLUTIONS.

1ST RESOLUTION.

That Article 71 shall be cancelled and that the following Article shall be substituted therefor:—

71. The First Directors and the Secretaries named in these Articles shall be paid for founders remuneration in each year 15% of the net profits of the Company to be divided into 20 shares, of which 4 shares shall be given to each of the Managing Directors, 1 share to each of the other First Directors, 3 shares to the Chief Secretary, and 2 shares to each of the Assistant Secretaries, and the first Directors and the Secretaries named in these Articles shall also be paid 5% for founders remuneration of the net profit of the Company in each year to be divided among them in proportion to the number of shares taken up by them and by such Shareholders as they introduced on the formation of the Company. The Managing Directors shall also divide 12% of the net profits of the Company among the Officers of the Company other than those before mentioned in these Articles for good service in such manner as the Managing Directors shall determine.

2ND RESOLUTION.

That Article 72 shall be cancelled and that the following Article shall be substituted therefor:—

72. If the First Directors and the Secretaries named in these Articles or any of them shall vacate their office either by resignation or death or any other cause their successors shall only be entitled to one half of such founders remuneration (as provided in the preceding clause) and the other half share be paid to the Director or Secretary so retiring or to the legal personal representative of such Director or Secretary so dying as aforesaid.

By Order of the Board of Directors,
WONG YU TUNG,
Chief Secretary.

Hongkong, 13th June, 1902.

THE HONGKONG ELECTRIC CO.,
LIMITED.

NOTICE is hereby given that the THIRTIETH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S OFFICE, No. 4, Queen's Buildings, on TUESDAY, the 8th July, at 12.30 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1902, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th instant, to the 8th July, both Days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 19th June, 1902.

CELEBRATION OF THE CORONATION
OF THEIR MAJESTIES THE
KING AND QUEEN.

THE ADDRESS from the COMMUNITY to H.M. THE KING is now ready for Signature. Copies will be found at the following Places:—

The Hongkong Club.
The German Club.
The Portuguese Club.
The Chartered Bank of India, Australia and China.
The Hongkong and Shanghai Banking Corporation.
Messrs. Kelly & Walsh.
Messrs. Lane, Crawford & Co.
The Hongkong Dispensary.
Those desirous of signing the Address are requested to do so as promptly as possible.

EDBERT A. HEWETT,
Hon. Secretary.

Hongkong, 17th June, 1902.

CORONATION CELEBRATION FUND.

THE undersigned will be glad to receive Subscriptions towards the above Fund. Lists may be found at the HONGKONG HOTEL, HONGKONG CLUB, HONGKONG DISPENSARY, Messrs. LANE, CRAWFORD & CO., KELLY & WALSH, LD., W. BREWER & CO., and at the various Banks.

J. R. M. SMITH,
Hon. Treasurer.

Hongkong, 7th May, 1902.

PUPILS WANTED.

FOR PIANO-FORTE or SINGING by a Lady, possessing the Diplomas of the Guildhall School of Music and Trinity College, London, (Honours).

Apply to
"MUSIC,"
C/o This Office.

Hongkong, 24th May, 1902.

CLARKE'S PILLS are warranted to cure, in either sex, all acquired or constitutional Disorders from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

GIRAULT'S BEST FRENCH BREAD,
1st and 2nd Loaf.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1895.

Consignees.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"NIPPON MARU."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 22nd instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.

Hongkong, 16th June, 1902.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"PERU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 16th June, 1902.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED,
Agents.

Hongkong, 16th June, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL."

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, and/or Company's Lighters where each consignment will be sorted out mark by mark and delivery can be obtained in sign as the Goods are landed.

This vessel brings on Cargo—
From London, &c., *ex S.S. Oranien*.
From Australia, &c., *ex S.S. Himalaya*.
From Persian Gulf, *ex B.L.S. N. and B. & P.*
S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,
Superintendent.

Hongkong, 19th June, 1902.

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H.A.L. Steamship

"AMBRIA."

Captain Ehlers, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forward unless notice to the contrary be given before 5 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 30th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 5 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 19th June, 1902.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"SUISAN."

Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 21st instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 19th May, 1902.

GIRAULT'S TABLE DELICACIES
Beverly Hall.THE CONVERSION OF
SMITHKINS.

BY LEO D'OLIVER (DOLLY).

Smithkins was one of those unfortunate individuals who can never be offered a piece of gratuitous advice, without feeling an instant and unconquerable desire to act upon it; which went to show there was something (fundamentally) wrong with the mental equilibrium of Smithkins. In this Smithkins differed greatly from the rest of his kind, for the average Hongkongite always showed a cheerful alacrity in giving advice on every conceivable topic, and an equally profound repugnance to considering advice offered to himself by others.

This being one of the unwritten laws, that none were to be expected to seriously consider the unasked for counsel that was always so readily forthcoming, social relations remained undisturbed; but no sooner had Smithkins's acquaintances come to appreciate his eccentricity, than they hastened to seize with avidity the golden opportunity of disseminating questionable knowledge on every subject that could possibly concern the unhappy Smithkins. Smithkins, on his part, struggled nobly and well to act upon the various gems of learning, conflicting though they might be, that fell from the lips of his friends.

Thus Smithkins, happening to be on the Kowloon Ferry one chilly morning, betrayed the presence of an undesirable cold by a couple of vigorous sneezes. Hardly had the echo of the last sneeze died away among the hills, than a friend was at Smithkins's side, enquiring with solicitude about his cold, eagerly anxious to prescribe for him the inevitable "cure."

"Ah Smithkins!" said his friend tenderly "see you've got a cold." "Yes" replied the willing victim to other people's opinions, "I had it ever since that beastly volunteer camp business."

"My dear boy" remarked his friend sentimentally "you'll never get rid of it this way. Nothing so bad for a cold as this raw morning air. Lie in bed; that's the tip; get under a couple of warm blankets, and do not stir abroad until the streets have been well aired. Nothing like it. Cure your cold in two days. This medicine business is all bosh. Lie in bed, you take my advice and try it. You'll be clamouring for my where abouts to thank me, before the week is out."

And Smithkins had gone his way rejoicing, with the fixed determination of trying the bed-and-blankets cure the very next morning. Not that Smithkins minded much the cold that had so ostentatiously taken up lodgings in his manly chest, without consulting the landlord, but it would be so ungrateful to reject such freely-offered and kindly meant advice. But Smithkins was destined to meet another friend that day, and that aggressive cold would assert its presence in a resonant sneeze.

"Hello Smithkins!" cried this second acquaintance, throwing himself joyfully into the breach, "got a cold I see. That's the way you chaps do it. You go nursing and pampering your cold and naturally the thing stays with you. What wouldn't. Don't you think a cold knows a soft thing, as well as you or I? Now let me tell you," Smithkins' friend blurted, holed him and leaned confidentially toward him, "let me tell you how to send that cold about its business in two shakes of a lamb's tail. Drive it out Smithkins. Show it you've got no room for such foibles! Make it so uncomfortable for it, that it will be jolly well glad to quit and go to some silly beggar who will nurse it. That's always my plan. Get up early in the morning and go for a walk round the Peak; if it's raining, so much the better. You see, you'll be coming to thank me in a day or two."

Smithkins sadly departed, desperately pondering what he had heard; and early risers at the Peak were, the next morning delightedly astonished at seeing Smithkins "brushing with hasty steps the dew away" clad in nothing more pretentious than a sleeping suit, his majestic form enveloped in two blankets.

After much and painful cogitation, he had adopted this, as the only means of conscientiously carrying out the conflicting advice given him the day before.

But the poor misguided "worm" turned at last when Smithkins acquired a China pony and essayed to learn polo. The pony that Smithkins, one fine afternoon, in a transport of ecstatic delight referred to as "mine," was a brute whose pedigree was involved in a merciful obscurity, and Dame Nature in launching him on a long-suffering world, in her anxiety to atone for the lack of those qualities that are usually the attributes of "blood," had endowed him with a disposition that precluded any attempts at riding, and the principal effects of which seemed to be a marked diminution of gravity toward the after end of his body to such an extent that his heels seemed to be always in the air.

As a mark of his approval at being selected from among a crowd of plebeian ponies by a discriminating purchaser, he had playfully endeavoured to kick Smithkins' ribs in, as that gentleman stood in unwitting innocence behind him, admiring his glossy flanks.

This was Smithkins's first experience of the wiles and kittenish playfulness of the China pony, and with a muttered "Whoa there!" as the only remark he could think of, appropriate to the occasion, he resolved for the future to keep at the right end of all horses.

But the other end of his purchase appeared as much predisposed against amicable relations as the first for as Smithkins turned his back for a moment to address his "mafool," a smart tug at his back caused him to swing round in horror to behold the pony triumphantly brandishing an important part of his riding breeches between his teeth.

It now became a matter of war to the knife, and Smithkins was compelled to ride the brute home; if only from the sheer necessity of remaining seated on something, until the ministrations of a tailor should have restored dignity to his attire.

Smithkins was a man of a certain amount of common sense, and he was not likely to be deceived by the "mafool" into thinking that he was a "good rider." He was a man of a certain amount of common sense, and he was not likely to be deceived by the "mafool" into thinking that he was a "good rider."

GIRAULT'S TABLE DELICACIES
Beverly Hall.

"But the pony, alas, had come to consider his bounden duty to show his new master that he could do, and as they pruned gleefully home, Smithkins clinging tenaciously to the pony's neck, while his heels were waving spasmodically, half the time over his back, many and varied were the scraps of gratuitous, warning advice, that were hurled at the unhappy Smithkins by an unsympathetic though keenly appreciative public.

"At last Smithkins met a friend, and as the pony halted for a moment to chew the end of meditation, and bethink him of some new and strange mode of progress, not hitherto attempted, Smithkins joyfully availed himself of the opportunity of recovering his lost dignity, by resuming an erect posture and hiding the painful defect in his riding breeches.

"So you've got your pony, Smithkins," remarked his friend, glancing admiringly at the horse manlike figure before him.

"Yes," murmured Smithkins, not quite sure if it was a pony he had acquired, or an infernal machine on the point of another explosion. "Got him yesterday."

"H'm!" his friend looked thoughtful, unconsciously assuming that hypercritical air we all like to put on, when speaking about a horse. "Seems rather too well fed. Bit frisky isn't he?" "A bit," sighed Smithkins drawing in his breath as the pony stirred uneasily.

"That's it," cried his friend, "all China ponies are that way. I've kept hundreds of them," with mendacious exaggeration, "just you cut his chow, and you'll find him as gentle as a lamb." This seemed hardly consistent to Smithkins, after the pony's attempt to masticate an essential portion of his wardrobe. The friend in need continued, "you never knew a better animal than a China pony, when he's not fed too much, you."—The pony, not approving of the turn the conversation was taking, here threw up his heels in a frantic endeavour to stand on his head, causing Smithkins to renew his amorous embraces, and so, with his arms twined lovingly around the pony's neck, they pranced and pirouetted on their way,

mind to do, but as the brute, in one of his sterner evolutions, came near Smithkins' friend, the latter with a dexterous movement lifted the pony's tail and inserted the bunch of thorns under it. As the tail came down, gripping the thorns in place, the "concomitant" took effect and unmistakably did "make him move."

For a moment the pony's heels waved wildly in the air over Smithkins' head, and then as they came to earth again, in his anxiety to run away from his own tail, that pony set off down the road at a pace that made the startled Smithkins, in frantic emulation of John Gilpin, renew the amorous attitude of their earlier relations.

Down the road they thundered, flitting past the Bay View hotel as a man endeavours to pass his mother-in-law when he sees her on the opposite side of the road; past the Metropole, at a pace that would have put the racing form of any amount of pedigree to shame, and so on past the Quarry-bay sugar houses, the employees running out to stare curiously at this modern harbinging of the good news from Aix to Ghent.

Meanwhile, the pony had been busily thinking as he tore along; and he began to have a dim idea that this very painful tail he had acquired, was in some way connected with the curious creature that was jumping himself about with such evident enjoyment on his back. As they neared Shaoh-kwan therefore, the pony suddenly tried one of those acrobatic evolutions at which he was so adept, with the result that Smithkins, obeying the laws of momentum, described a meteoric flight of unparalleled splendour, straight toward a roadside ditch, conveniently filled with slimy mud. The angle of descent being a rather steep one, which Smithkins elected to take head first, by the time he had extricated himself and cleared the last cobweb of slime from his eyes, he was just in time to see his mount disappearing in that distance which, Smithkins now began to learn, lends enchantment to the view.

While he was yet endeavouring sadly to take off, bit by bit, the overcoat of nature's fitting, an acquaintance, coming from the opposite direction on a bicycle, observed his plight, and instantly dismounting, came forward to see what he could do in the way of advice. After having sympathetically gleaned the harrowing details of the pony's cussedness, he commenced to give Smithkins some valuable counsel as to its future treatment.

"Tell you what I'd do!" he was saying. "If that was my pony, I'd go after him and tie him up to a tree and give him a jolly good thrashing. Take my advice, get him home, and give him another good licking, and keep him short of chow for a few days. That'll subdue him."

It was then that Smithkins arose in his wrath, and launched forth into expressions of such variegated richness, as to preclude the possibility of their repetition, causing the very mud on his cheeks to take on a ruddy hue in shame at its location. When his anger had simmered down to that paucity of expletives that renders its publication decorous, he was heard to conclude:—

"And I tell you what Sir! That pony can go to —," Smithkins consigning the unfortunate animal to regions, hitherto unknown to be frequented by China ponies, "for all I care! Or he may swim over to Kowloon, and trot back to where he came from."

"And more Sir," with blighting sarcasm, "I'll thank you and the rest of your kind, to keep your very valuable opinions for your own use in the future, while I shall endeavour to think out lines of action for myself." Since that day of his regeneration, Smithkins has exhibited a distinct obstinacy in considering the counsel of others, and a determined tendency to act upon his own initiative, and his friends and acquaintances, in grievous retaliation, now refer to him as "that pig-headed ass Smithkins."

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

TWENTIETH ANNUAL REPORT.

At the twenty-first ordinary general meeting of the Indo-China Steam Navigation Company Limited held at the Offices of the Company on 23rd of May last, the following report was presented:—

The Board of Directors submit herewith their Report and Statement for the year 1901. The pacification of the disturbances in Northern China and the arrangements entered into with the Western Powers have enabled the Chinese Government to resume its ordinary functions. A regular trade is now being carried on with the northern ports, but business generally is less brisk, and returns are to a certain extent affected by the active competition of foreign lines of subsidised steamers.

The total earnings could not be expected to equal those of the previous exceptional year, but must still be regarded as satisfactory. After making an addition of £30,000 to the General Reserve Fund, the Revenue Account shows a balance for appropriation of £67,446 16s. 6d. This will enable a dividend of six per cent. to be paid for the last six months of the year, making, with the Interim Dividend of 4 per cent., a return of 10 per cent. for twelve months, free of Income Tax. It is proposed that the resulting balance of £17,657 16s. 6d. be carried forward to the current year. The year's accounts have been audited at its 11d. per dollar, which is a little under the average rate of exchange that prevailed in 1901. In consequence, however, of the recent heavy fall in silver a considerable drop in exchange has now occurred, and the Directors have thought it advisable to place the China assets on a safer basis by reducing their valuation to 10s. 8d. per dollar. The difference is taken from Exchange Reserve Account leaving at credit of this item £89,738 10s. 8d. The Company continues to be fortunate in its exemption from total losses, and the balance at credit of Underwriting account now stands at £2,332 357 4s. 3d. The Board having decided

to sell some of their smaller and less productive steamers, the *Yin Sang*, *Choy Sang*, and *Kwong Sang* have been disposed of at fair prices. The vessels are being replaced by new boats of larger and more suitable construction. The *Nam Sang*, built for the Calcutta trade, was despatched in April. She is of good speed and will carry about 6,000 tons. The two coasters referred to in our last report, the *Hop Sang* and *Hing Sang*, were sent out to China last year, where they have been doing satisfactory work. Another vessel well adapted for the Northern trade has been recently launched and is taking in her machinery in the Clyde. The *Kiang Wo*, for the Ichang trade, is now running regularly on the Upper Yangtze. Two additional coasters have been constructed for and are being built on the Tyne. In view of the great extension of the fleet which has been effected during the last few years, the Directors consider that the time has now come when the further financial requirements for building should be provided for by the issue of Cumulative Preference Shares. The Articles of Association provide for such issue at the discretion of the Board of Directors and it is deemed advisable to issue, from time to time as necessitated by the building programme, 50,000 shares of £10 each, say £500,000 with a dividend at the rate of 5 per cent. per annum, payable half-yearly. The approval of Shareholders to this course will be invited at the Meeting. The Board regret that owing to continued ill-health Mr. W. L. Watson has been obliged to resign his office of Director, and a suitable successor will shortly be appointed. The Directors retiring in regular rotation are Mr. W. Keswick and Mr. J. Macandrew, who being eligible offer themselves for re-election. The Auditors, Messrs. Turquand, Youngs & Co., likewise offer themselves for re-election.

J. MACANDREW, Chairman.

London 26th May, 1902.

BALANCE SHEET AT 31ST DECEMBER, 1901.

Liabilities. £ s. d.

To Share Capital:—Authorized

£1,200,000, First Issue 60,000

Shares each £10, whereof

49,589 subscribed and fully

paid up 495,890. 0. 0

Balance of Underwriting

Account 332,557. 4. 3

General Reserve Fund 100,000. 0. 0

Exchange Reserve Account 870. 13. 10

Sundry Creditors in London

and China 21,336. 5. 0

Loans 49,270. 0. 0

Balance from

Revenue Account £67,446. 16. 6

Less Interim Divi-

dend of 4 per

cent. declared

20th Nov., 1901. 19,835. 12. 0

47,611. 4. 6

£947,135. 7. 7

Assets.

By Steamships,

Hulks, Ferry

Boats, &c., £883,173. 10. 10

Less Depreciation

written off for

this year 53,955. 15. 10

[This includes the value of

s.s. *Kowshing* claimed

from the Chinese Go-

vernment.]

Coals and Provisions on

board ships and in Godowns. 10,574. 8. 3

Office Furniture 53,17. 4

Sundry Debtors in London

and China, Agents' Balances,

Freights, &c. 87,181. 1. 9

Cash in London and China. 19,208. 5. 3

£947,135. 7. 7

REVENUE ACCOUNT.

Dr.

To General Charges & Telegrams

in London and China, Direc-

tors' and Auditors' Fees 4,964. 6. 11

On Steam-

ship &c. £53,055. 15. 10

On Office Fur-

niture 10. 0. 0

Income Tax Account 58,065. 15. 10

General Reserve Fund 6,832. 2. 4

Balance transferred to Ba-

lance Sheet 67,446. 16. 6

£162,109. 1. 7

By Balance brought forward from

1900 13,747. 7. 8

Net earnings of Steamers for

the year 148,061. 6. 3

Interest Account 283. 7. 8

Transfer Fees 17. 0. 0

£162,109. 1. 7

J. MACANDREW, Chairman.

A. G. WELLS, Secretary.

In accordance with the provisions of the

Companies Act, 1900, we certify that all our

requirements as Auditors have been complied

with and report to the Shareholders as

follows:—

We have examined and compared the above

Balance Sheet and Revenue Account with the

Books and Vouchers kept by the Company in

London, and with the Statements received

from the General Managers in China, and are

of opinion that the Balance Sheet is properly

drawn up, so as to exhibit a true and correct

view of the state of the Company's affairs as

shown by the books of the Company.

TURQUAND, YOUNGS & CO.,

Auditors.

London, 10th May, 1902.

Intimations.

INCANDESCENT GAS LIGHT.

the attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

W. BREWER & Co.

BRASSEY'S NAVAL ANNUAL, 1902, \$12.

Vol. 13, Navy and Army Illustrated, \$12.50

Bartholomew's Pocket Atlas, 1.00

King Edward Toy Book, 80

Twentieth Century Dictionary, 2.75

Art Journal Academy Pictures, 80

Pictures of the Year, 80

Cassell's Academy Pictures, Part I, 90

Sporting Pictures, Part I, 90

Hongkong, 20th June, 1902.

BOXING GLOVES.

MELAUYL MARKING INK.

EGYPTIAN CIGARETTES.

INDIAN CIGARS.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901.

NEW YORK LIFE INSURANCE CO.

The Oldest and Largest International Life Insurance Company in the World.

SUPERVISED BY 22 GOVERNMENTS.

Written Business 1901 exceeds \$380,000,000 Gold. Actual Paid for Business 1901 exceeds \$200,000,000 Gold. A note or a Telephone Message from those wishing an "up-to-date" policy will receive immediate attention.

HECTOR W. SAMPSON,

Special Representative, Hongkong Hotel.

Hongkong, 11th February, 1902.

HIRANO WATER.

A natural clear, sparkling and effervescent Mineral Water, bottled in its NATURAL CARBONIC ACID GAS of the Hirono Spring of Hiogo Ken, Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN QUALITY.

ANALYSIS PROVES ITS PURITY.

PATENT CORKING.

SIEMSEN & CO.,

Sole Agents, Hongkong and South China.

E. C. WILKS & Co.,

MARINE ENGINEERS, SHIP CONTRACTORS AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' designs and Specifications Prepared.

Office: 9, Queen's Road Central.

Hongkong, 8th November, 1901.

PETER SYS' WONDERFUL SPECIFIC.

THE ONLY remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by

THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers)

9, Old China Street, Shanghai.

12th October, 1902.

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND GENERAL EXPORTERS.

No. 35, Queen's Road Central.

Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.


When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, TRECHT, NETHERLANDS.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|----------------|--|------------------------------|
| YAWATA MARU | NAGASAKI, KOBE and YOKO- | FRIDAY, 17th June, at 4 P.M. |
| A. E. Moses | HAMA | |
| KANAGAWA MARU | MARSEILLES, LONDON & ANT- | SATURDAY, 28th June, at Noon |
| J. Mackenzie | WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID | |
| KINSHU MARU | VICTORIA, B.C. and SEATTLE | MONDAY, 30th June, at 4 P.M. |
| F. L. Pyne | U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA | |
| KAGOSHIMA MARU | BOMBAY, VIA SINGAPORE and COLOMBO | TUESDAY, 1st July, at 4 P.M. |
| KUMANO MARU | SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE | SATURDAY, 5th July, at Noon |

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 21st June, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 29th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 17th June, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

| Steamers. | Depart. | Captains. | Proposed Sailings. |
|--------------|---------|---------------|--------------------|
| Olympia | 2,837 | J. Truebridge | July 2 |
| Glenora | 3,750 | G. E. Warner | July 12 |
| Duke of York | 3,821 | J. E. Cox | Aug. 2 |
| Victoria | 3,502 | J. Pantou | Aug. 9 |

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night. TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYRA and ST. MICHAEL. Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

DODWELL & Co., LIMITED,
General Agents.

Hongkong, 18th June 1902.

TO LET.

HOUSES in GLETON GARDENS, CONDUIT ROAD. GODOWNS at BLUE BUILDINGS. HOUSES at CAUSEWAY BAY, facing the Sea. A HOUSE in RAPON TERRACE, No. 11, MACDONNELL ROAD. "FAIRVIEW," KOWLOON.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 12th June, 1902.

TO LET.

OFFICES in Ground Floor of DES VOUX ROAD and ICE HOUSE STREET. For Particulars, apply to

THE MEDICAL HALL,
70, Queen's Road Central.

Hongkong, 4th March, 1902.

TO LET.

THIRTEEN EUROPEAN HOUSES Nos. 20, 24, 26, 28, 30, 32, 34, 40, 44, 46, 48, 50 and 56, LEIGHTON HILL ROAD. Apply to

THE HONGKONG & KOWLOON LAND & LOAN CO., LD.

No. 8, Queen's Road West, Hongkong, 29th April, 1902.

Intimations.

NOTICE.

THE OFFICES of THE HONGKONG TELEGRAPH CO., LIMITED, have now been REMOVED to No. 35, QUEEN'S ROAD CENTRAL.

Hongkong, 28th April, 1902.

DROZ & Co.,

WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864. ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOMETERS. TRADE MARKS: MAXIM, BERNA, &c.

REPAIRS of WATCHES and CLOCKS by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL, Hongkong, 15th May, 1902.

TUBORG BEER.

A FIRST CLASS PILSENER BEER, guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE 10s per case of 24 bottles (quarts.) Special Prices for Quantities.

Sole Agents: **SIEMSEN & CO.**

Hongkong, 29th May, 1902.

TAI LOONG.

(and 3, Lyndhurst Terrace.)

FOR Fancy Mullins and Plaques, Flowered "Dolene, Ladies' and Children's Shoes New Chiffon Hats.

Hongkong, 1st May, 1902.

MEE CHEUNG.

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE ST.

Is now up a position, where all and Com. modious Premises, to sell and photograph ALL PHOTOGRAPHIC APPARATUS, IS & CO. of in any part of the Far East. GROUPS and VIEWS.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 15th July, 1902.

G. GIRAULT, GENERAL GROCERIES, PROVISION AND BAKERY.

G. GIRAULT, FOR RED, WHITE, BLUE, GREAT SPECIALTY COFFEE.



Hongkong, 28th January, 1902.

had been reduced by its action to an impalpable powder having the appearance of lamp black.

COTTAM & CO. FOR SUN BATHS.

COTTAM & CO. FOR PANAMA HATS

| | |
|--------------------------------------|---------|
| Already acknowledged | \$3,156 |
| Man On Insurance Co. Ltd. | 50 |
| Chun On Fire Insurance Co., Ltd. | 50 |
| Po On Insurance & Godown Co. | 50 |
| Hip On Insurance Exchange & Loan Co. | 50 |
| I On Insurance Co. | 50 |
| Yan On Insurance Co. | 50 |
| Tong On Fire Insurance Co. | 50 |
| Tong On Insurance & Godown Co. | 50 |
| Hing On Insurance Co. | 50 |
| Kwong Man Cheung | 45 |
| Joo Tek Sing | 45 |
| Kwong Tuck Fat | 45 |
| Kwong Mow Tai | 45 |
| Kung Wo | 45 |
| Tai Fung Shun | 45 |
| Yu Wo Loong | 45 |
| Ewong Wing Shun | 45 |
| Chu Wing On | 45 |
| Kwan Mow | 45 |
| Hsu Kwai Mow Hing | 45 |
| Hop Hing Hong | 45 |
| Yee Shun Tai | 45 |
| Ming Ya Tai | 45 |
| Kin Tai Loong | 45 |
| Kwong Man Wo | 45 |
| Kam Jung | 45 |
| Wo Kee | 45 |
| Kuan Fook Yung | 45 |
| Ming Shun Hong | 45 |
| Wo Sing Hong | 45 |
| Yuen Fat Hong | 45 |
| Sundry Subscriptions | 10 |
| Lai Hing | 22 |
| Wing Shing Loong | 22 |
| Queen Shing | 22 |
| Wo Cheung | 22 |
| Chi Wo | 22 |
| Wo Shing | 22 |
| Cheong Shing | 22 |
| Tai Fung | 22 |
| Cheong Hing | 22 |
| Wick Kee Co. | 18 |
| Hung Cheong Co. | 18 |
| Po Tai | 18 |
| Robert Jack & Co. | 18 |
| Shun Henders Guld | 18 |
| Dealers in steam bags | 18 |

COTTAM & CO., FOR WASHIN
BOW TIES

TELEGRAMS.

(REUTERS.)

THE KING'S HEALTH.

LONDON, June 19th.
The Royal physicians have recommended His Majesty King Edward to forego his engagements for a few days.

THE SURRENDERS IN SOUTH AFRICA.

The surrenders in South Africa since the signing of peace have now reached a total of 18,400.

PRINCE CHEN AT OXFORD.

Prince Chen paid a visit to Oxford University yesterday.

LATER.

ASCOT RACES.—THE GOLD CUP.

The race for The Gold Cup run at Ascot to-day, has resulted as follows:
Duke of Portland's *William Third* 1
Lord Wolverton's *Osbeck* 2
Mr. Geo. Edwards's *Santal* 3

CORONATION PREPARATIONS.

Sixty thousand troops will line the route of the Coronation procession.
A trial of the illuminations took place in the City at the Bank of England and other central buildings yesterday evening. The sight was dazzling and the streets impassable.

OBITUARY.

His Majesty King Albert of Saxony is dead.

[King Albert of Saxony, K.G., was born on April 23rd 1828, and succeeded his father in October 1873. He received a thorough military education, and took part in the Danish war of 1848. He fought also on the side of the Austrians in the disastrous battle of Sadowa in 1866, and likewise in the Franco-German war in the operations before Metz, and in the operations which terminated in the surrender of Napoleon at Sedan, and in the siege of Paris, when he held the right bank of the Seine. On the conclusion of the war he was made Field Marshal and Inspector-General of the German Army. He married Caroline, the daughter of Prince Gustavus of Sweden. His heir is his brother, Prince George.]

STRAITS CONTINGENT BANQUETTED.

The Straits Coronation Contingent was entertained at a banquet last evening. There was a brilliant representative gathering of guests including many Colonial officials and numerous Chinese.
Sir Cecil Clementi Smith presided, and in the course of a speech dilated upon the prosperity of the Caloe (sic) States which was due to capable and devoted administrators, and to the enterprise of the mercantile community of whom the Chinese were the backbone.

His Highness The Sultan of Perak said there were three qualities of British rule, strength, justice, and mercy, and he prayed that the Malay States would ever remain under British rule.

THE FRENCH COMIC OPERA COMPANY.

LAST NIGHT'S CONCERT.

The French Comic Opera Company, from Saigon, gave a concert last night in the grand hall of the Peak Hotel. The whole programme was in French, and Mlle Léonie Lescaut (première chanteuse) and Mr. C. Daron (comic) were the principal artists. Both contributed several songs, but the *Aoi Maria* (Gounod) by the former was undoubtedly the best piece of the evening. Mr. Daron appeared in a different and appropriate costume for each of his songs, and was loudly cheered. Piano accompaniment was conducted by Mr. E. Danenberg. The Company are making a tour through the East and leave Hongkong on Monday for Macao and Amoy after which they intend visiting Tonkin and the other Indo-China towns. It is really an excellent performance which they are producing and the most favourable reception accorded them at the Northern ports together with that of last evening should secure large and appreciative audiences throughout the whole of their tour.

CORONATION.

We've a Coronation Kitten and a Coronation Pug,
And there's Coronation Carpet on the stairs,
My brother's now smoking Coronation Cigarettes,
And mother's bought some Coronation Chairs.
Pa's got another carriage, horse called "Coronation Kate,"
And sister wears a Coronation Curl,
I've finished writing sundry Coronations on a slate,
And auntie's got a Coronation Pearl.
Tom sports a Coronation Coat for walking in the Park,
And Mary has some Coronation frock,
While grandpa reads his paper through his Coronation Specs,
And the baby's wearing Coronation Soap.
In fact, I think the folks I'd like to be;
And of course only six weeks old they got, a Coronation Kid.

OTTM & CO. FOR GENTS BATH-GEAR.

REPORT OF THE INSPECTOR OF SCHOOLS.

FOR THE YEAR 1901.

The following report of the Inspector of Schools for 1901 is published in the *Government Gazette*.
Education Department,
Hongkong, 6th April, 1902.

Sir—I have the honour to forward to you my report upon the education department during the year 1901.
STAFF.
I was appointed Inspector of Schools from 26th April, 1901, and took over control of the Department from Mr. Brewin on 1st May. Messrs. Curwen and Bullin were appointed on 30th August, 1900, and on 24th December 1900, respectively, to the Bellios Reformatory, their appointments dating from 4th January and 2nd March, 1901. Mr. and Mrs. James were engaged as Headmaster and Headmistress of the Kowloon British School within the year under review, but had not arrived in the Colony before its termination. Miss Bateman was appointed as Second Assistant Mistress in the Bellios Girls' School from 1st September, 1901.

FINANCE.

The sole source of Revenue of the Department consists in the fees charged at the Bellios Girls' School. Those fees were raised in the month of September from 50 cents a month to \$1.50 a month, with certain reductions where two or more children of the same family are at school together. The total expenditure for the Department was \$48,195 as against \$10,532 in 1900. The increase is mainly due to the cost of the Bellios Reformatory, an experiment, which has failed and has been abandoned; and to an increase in the staff and salaries of the Bellios Public School.

GENERAL.

Since arriving in the Colony I have written a report on the System of Education in the Colony for the Board of Education at Home, and I have acted as Honorary Secretary to the Education Committee, of which body I was also a member. My views have thus been put before the Government at considerable length and there is little to add.

GOVERNMENT SCHOOLS.

English School.—The Bellios Public School for girls is the only Government English School. The staff was strengthened, as already stated, during the year, and is not fully equal to the work before it. The very satisfactory education given reflects credit on all concerned. I have however thought it desirable to request that certain changes should take place in the course studied by the highest class, in the hope of making it more useful in itself and less intended for purposes of examination; the result of the change will appear in the next year's Report.

ANGLO-CHINESE DISTRICT SCHOOLS.

Three of these Schools—at Saiyingsun, Wansai and Yau-mat—are in as nearly a satisfactory state as can be expected so long as English subjects are taught exclusively by Chinese. The Report of the Education Committee recommends a complete reorganization of these Schools. The fourth School at Wong-nachung is less satisfactory.

VERNACULAR DISTRICT SCHOOLS.

These are seven in number of various degrees of efficiency. I was compelled to recommend that the School at Apichau should be closed, and that the services of the Master at Wansai should be dispensed with. Shek-o, Tanglung-chau and Pokfulam are small Schools which do not seem to be particularly needed. There is no doubt that this class of Schools is in want of radical amendment.

GRANT-IN-AID SCHOOLS.

These Schools, and education in general, are so thoroughly discussed in the Report of the Committee on Education that it is useless to deal with the matter further. I propose to give in my next annual Report a full description of the more important grant-earning Schools under the different Missionary Bodies.

I have the honour to be, Sir,
Your most obedient servant,
EDWARD A. IRVING,
(Inspector of Schools.)
Honourable J. H. Stewart Lockhart, C.M.G.,
Colonial Secretary.

THE BACK-DOOR INTO CHINA.

While the whole European and American commercial community are egging on their respective Governments to secure supremacy on the great highway furnished by the Yangtze, and France is seeking to find an entry into S.W. China by her northern Tonkin border, says the *Times*, the British merchant does not seem to realize that he has, along the eastern frontier of China, numerous opportunities for establishing centres from which to send our travellers actually into the Yunnan province, which the Chinese so much object to. The new frontier may now be said to be competed, from Kunlon ferry (to be east of Bham) up to the point where the three countries—India, China, Tibet—meet, and although the exact spot has yet to be defined, it will probably be where the ancient causeway from Assam pierces China, and which from all we can learn, is formed, and was respected as the boundary between Tibet and Burma. It is not likely that this latter (the northern frontier) will be defined till next season, but its rehabilitation must soon be undertaken by the Indian Government, for though all along from the Brahmaputra in Assam to where this road impinges on China, the country is sparsely populated, and that by such semi-savages as the Singphos, the jealousy of the Tibetans will urge them to move down troops of observation, now that the last, what her authorities have always considered the British, frontier is threatened in the distance.

AN AGGRESSIVE NEIGHBOUR.
In conformity with our part it is incumbent that garrisons must be established, at least along the eastern borders, to guard against encroachments.

OTTAM & CO. FOR FRESS'S STRAW AND FELT HATS.

ments, and though the country thus held may be considered almost uninhabited, these outposts will have to be brought into communication with the Burma railway system for obvious reasons. Each post therefore will constitute a centre for reclamation of the wastes as also of attraction to traders from Yunnan. The several commercial rivals' hopes and aspirations are directed to opening up the well ascertained rich province of Szechuen, and though the big river affords the best access to that country there is every reason to believe that the causeway mentioned extends right on to Talifu though indications of a branch to the north, probably to cross the several affluents of the Yangtze high up, are reported to exist; that however is a mere matter of speculation. What the

MERCANTILE COMMUNITY IS CHIEFLY CONCERNED.
with is the importance of receiving a large trade centre at the junction of the three borders in N. E. Burma, which is closer to Talifu than the route 'via' Kunlon, though the readiest way to that point is via the valley of the Me Kha branch of the Irrawaddy—if it is not really the main one—and no great engineering difficulties are indicated. It might be as well to thoroughly investigate the possibilities of an alternative route from the Brahmaputra direct to the same place. Lord Curzon discourages, and with good reason it must be allowed, the projection of a railway direct from Kunlon to the Yangtze through Yunnan; not only would such a line necessitate large expensive outlay for tunnelling through, or winding for, an immense distance round the several mountain ranges that intervene, but to ensure the safety of the line traversing what for years to come will remain a semi-hostile country, would entail a full army corps for protective purposes. On the alternate route suggested no difficulties other than incidental to marching through an uninhabited tract that had lapsed into jungle for over 1000 years were encountered by the force sent in the early fifties for 260 miles along it under Colonel Hannay, to avenge the

MURDER OF THE TWO MORAVIAN MISSIONARIES,
who penetrated thus far on their way to China and on doubt, were this alignment gone over it would be found as suitable for a railway as it was for the traffic that at one time certainly passed over it. Should it prove so, we should obtain a trade communication with the Szechuen province by the reported bifurcation of the causeway, or through Talifu. Whichever way the spot is reached British trade would have the route monopoly, for without entering on the question of permitting free trade through our territories the circumstances that led to the annexation of Upper Burma render exclusion of foreigners from our frontier provinces for political reasons, imperative. By neglecting the extension of our railways up to the limit of British Baluchistan we have permitted Russia to dominate the trade of Northern Persia, and if a deaf ear is turned to advocates of the advance on the N. E. the combined rivals will assuredly gain a foothold on S. W. China to the full as inimical to our trade in that direction. The Assam-Bengal Railway will, it is confidently expected, be linked up with

THE LOCAL LINE IN NORTH-EAST ASSAM by the end of the current year, and the alignment thence into Hukong or Chindwind Valley has already been surveyed, so that no very onerous task lies before our prospecting engineers in ascertaining the feasibility of following the ancient route from where the proposed Hukong extension turns south, after crossing the Patkoi range, while the fact that it was once the great highway between Assam and China is greatly in favour of it being found quite suitable for railway adaptation. The opponents of the project may contend, as they did in the case of the Assam line when first brought to notice eighteen years ago, that developing lines in India never pay, yet the steady increase in the traffic receipts and rush for the unoccupied land among the natives as this line penetrated former wastes in North Cachar has shown irrefutably the fallacy of these ideas, and there can be doubt that once facilities for immigration to the present unapproachable lands in the rich upper valley of Burma are furnished, a stream of settlers would set in, restoring that prosperity the land enjoyed in former days, as is testified to by ancient ruins of temples, tanks and roadways that abound in all directions. We are no advocates for crossing the frontier not bearing in mind the KERN TRADING INSTINCTS OF THE CHINESE there is any necessity for our doing so far once it became known that markets for our goods had been established within a mile or two of their own country, traders, contractors or otherwise, would flock to them. We suggest any extension in pushing our trade 'via' the Yangtze, but merely the deflection of a portion of which now goes up that river to Hankow, to the junction of the three empires, 'via' either Rangoon or Chittagong. According to all reliable travellers in the remotest districts of China the people, so far as trade and pursuit of their usual avocations are concerned, are little affected by what disturbances occur at the headquarters of the Empire, so that in opening up the former marts on the new N.E. Indian frontier trade would be not much affected by the periodical disturbances in the northern provinces, while the authorities in outlying places, being chiefly banished ambitious aspirants from the Court have matters pretty much their own way, provided their quota of revenue is forthcoming, so encouragement of trans-frontier trade recommends itself to them on the score of self interest. Again, in our trade relations with China and (for that matter) India also the periodic stagnation is more due to our glutting of head markets and neglect of establishing distributing centres. The advantage of adopting the opposite course was lately brought to light at the opening of an additional mill at the Empire Cotton Company's scene of operations in Nagpur, Central Provinces. The official performing ceremony dwelt upon the

WISE POLICY OF THE PARSIS' DIRECTORS in steadily prospecting for fresh distribution as the output increased. Neglect of this has brought the Indian tea industry into its present

OTTAM & CO. FOR SUMMER UNDERWEAR.

parous condition and the two lessons read together should receive attention from all British manufacturers. Yunnan and Szechuen together have an estimated population of over 150 million, while the trade relations of both with Tibet and, in the case of the latter, with the little known province to the north and west, must be considered as the general prosperity of its people goes to prove.
As we have shown the railway extension is imperatively demanded on strategic and political grounds, while the evidence adduced in the case of the Assam-Bengal line shows the assured remunerative character of developing extensions; the advantages that would accrue to general British-Indian trade, unhampered by rivalry, we have endeavoured to sketch. Events are marching too rapidly in the Celestial Empire for the British trader to look on with folded hands.

To-day's Advertisements.

DISTRICT GRAND LODGE OF HONG-KONG AND S. CHINA.

NOTICE.

FREEMASONS desirous of SIGNING the ADDRESS to H.M. KING EDWARD VII are notified that Sheets may be found at the FREEMASONS' HALL.

A. O'D. GOURDIN,
D. G. Secretary.
Hongkong, 21st June, 1902. [664d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above Port, on MONDAY, the 23rd instant, at 11 A.M.

For Freight or Passage, apply to
DOUGLAS LAIRRAK & Co.,
General Managers.

Hongkong, 21st June, 1902. [664d]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"SACHSEN."

of the NORDEUTSCHER LLOYD.
Captain W. Franke, due here with the outward German Mail about THURSDAY, A.M., the 26th instant, will leave for the above Places about 24 hours after arrival.

NORDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 21st June, 1902. [6]

TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Tons.
Captain Tate, will be despatched hence for MANILA, on TUESDAY, the 1st July, at Noon.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA,
Agents,
Prince's Buildings,
Ice House Street.

Hongkong, 21st June, 1902. [171d]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

"PARRAMATTA"

Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 5th July at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; Cargo for London, &c., will be conveyed 2 1/2 Bombay with Transhipment.

Parcels will be received at this Office until 2 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 21st June, 1902. [14]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP VIA SUEZ CANAL.

THE Steamship

"BENLEDI."

Captain Clark, will be despatched as above on or about the 15th July.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 21st June, 1902. [664d]

"BEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"BENLEUCH."

Captain Thompson, will be despatched as above on or about the 15th July.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 21st June, 1902. [664d]

"BEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"BENLEUCH."

Captain Thompson, will be despatched as above on or about the 15th July.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 21st June, 1902. [664d]

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 88.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

GO TO THE

KOWLOON HOTEL,

* J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

HOTEL CENTRAL,

No. 170, Settlement, Yokohama.

THE most centrally situated Hotel in Yokohama within five minutes of Hatoba (Landing Pier), Banks, Post Office and Principal Foreign and Japanese Stores.
French Cuisine. Airy and Spacious Bedrooms. Electric Light throughout. All steamers met on arrival. Tariff inclusive of board from 3 yen a day. French Spoken. English and French Billiards. Best qualities of Wines and Liquors.

Telegraphic Address:—
"VERISSEL," Yokohama.

L. VERISSEL,
Proprietor & Manager.

[370d]

THE CONNAUGHT HOUSE,

QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

Apply to

F. A. SILVA, Manager.

[1339c]

THE BAY VIEW HOTEL.

Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.
Under entirely new management.

[1075c]

J. LACOCK.

"BOA VISTA,"

(HOTEL SANITARIUM OF SOUTH CHINA),

MACAO.

THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

[57d] Telegraphic Address: "BOA VISTA."

METROPOLE HOTEL.

Convenient distance from town, delightful situation.

BOARD AND RESIDENCE.

Estimations.

NOTICE.

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£879, 0 0 = \$9,561.926
17/11 = 9.745

£879, 0 0 = \$9,571.671
17/11 = 9.745

whereas with the other exchange books the process would be as follows—

£800 0 0 = \$8,702.550
79 0 0 = 764.473
9 0 0 = 97.524
17 0 0 = 9.247
11 = 0.497

or to convert the dollars into sterling at the same rate of exchange—

\$9,000.000 = £827.610.8
571.000 = 52.9.9.11
671 = 1.7.213

£879,17/11.00 but by other books it would be—

\$9,000.000 = £827.610.8
500,000 = 45.19.3.4
70,000 = 6.8.8.6
1,000 = 1.10.1
600 = 1.1.3
70 = 1.1.9
11 = 1.1.9

Every care has been taken in compiling these Tables to insure their accuracy and even as the book was being printed the last impression of each sheet was taken, and carefully rechecked by two separate persons and any little errors in reading which will crop up in such works as these are carefully corrected in each copy before it is issued, thus making it a most accurate and useful book. Price for this and the previous volume, \$10 per copy.

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| SWATOW AND SHANGHAI | "TAIWAN" | 25th June. |
| CEBU AND ILOILO | "KAIFONG" | 28th June. |
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| " | "TYDEUS" | 17th " " |
| " | "PYRRHUS" | 23rd " " |

HOMEWARDS. FOR LONDON.

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| "STENTOR" | 1st July, 1902. |
| "ALCIBIADES" | 8th " " |
| "SABEDON" | 22nd " " |
| "ULYSSES" | 5th Aug. " " |
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| "INDRAVELLI" | July 14. |
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| FOR TAMSUI | "DAIJIN MARU" | T. Ogata | SUNDAY, 22nd June. |
| FOR ANPING | "MAIDZURU MARU" | T. Saito | WEDNESDAY, 25th June. |
| FOR TAMSUI | "DAIGI MARU" | T. Kitano | SUNDAY, 29th June. |
| FOR FOCHOW | "ANPING MARU" | K. Sudzuki | WEDNESDAY, 2nd July. |

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The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

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Hongkong, 18th June, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN" Captain Ellis, will be despatched for the above Ports, on THURSDAY, the 26th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Steadfast and a duly qualified Surgeon are carried.

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"MARIA VALERIE," Captain Bellen, will be despatched for the above Ports, on TUESDAY, the 25th instant, at Daylight.

The steamer has a capital accommodation for Passengers. Electric light and carries a doctor.

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Hongkong, 19th June, 1902.

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FOR KOBE.
THE Steamship

"AIRLIE," Captain St. John George, will be despatched for the above Port, TO-MORROW, the 22nd instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Steadfast and a duly qualified Surgeon are carried.

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Hongkong, 21st June, 1902.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN," Captain Roach, will be despatched for the above Ports, TO-MORROW, the 22nd instant, at Daylight.

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DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 21st June, 1902.

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WEL-HAI-WEI SCHOOL.

AN ENGLISH SECONDARY SCHOOL where a thorough all-round education is provided on modern lines.

Pupils prepared for Public Schools, the Royal Navy, and for commercial life.

Bracing climate. Healthy situation, facing South.

Summer term begins May 5th.

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CHAS. E. BEER, London University, L.C.P.

Late of Queen Elizabeth's Grammar School, Blackburn, Lancs.

20th February, 1902.

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AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery.

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"OMEGA" is the best "THREE YEARS" guarantee given to every purchaser.

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Moderate Prices.

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Hongkong, 28th January, 1902.

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DEALER IN

Bamboo Furniture, Bamboo Blinds and Matting of All Colours.

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Price Lists on Application.

Orders Executed Promptly.

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[144]

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Cures Glandular Swellings.

Clears the Blood from all impurities.

From whatever cause arising.

It is a real specific for Gout and Rheumatic pains.

It removes the cause from the Blood and Bones.

As this Mixture is adapted to the young, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

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THE LONDON AND PATENT MEDICINE VENDORS, LINCOLN, ENGLAND. Trade Mark—BLOOD MIXTURE.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS.

SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

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AGENDA.

TO-MORROW.

CHURCH SERVICES.

St. Peter's Seamen's Church.—11 a.m., and 6.30 p.m.

St. Peter's Church, West Point.—11 a.m., and 6.30 p.m.

St. John's Cathedral.—Communion, 7 a.m., Matins, 11 a.m.; Evensong, 5.45 p.m.

Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m.; Benediction, 5 p.m.

German Bethesda Chapel, West Point.—Morning Service, 11 a.m.

St. Francis' Church, Wanchai.—Mass (Chin.), 6 a.m.; (Port.), 7.30 a.m.; Benediction, 5 p.m.

St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point.—Mass, 8 a.m.

Wesleyan Methodist Church.—Services, 10.30 a.m., and 5.45 p.m.

Union Church.—Services, 11 a.m., and 6 p.m.

St. Peter's Seamen's Church.

West Point.

4th Sunday after Trinity. (June 22nd.)

Matins 11 a.m.

Hymn 38; Venite, Crouch; Te Deum, Oakby; Jubilate, Eye. Hymns 491, 17, and 60.

Evensong 6.30 p.m.

Hymn 493; Magnificat; Barby; Nunc Smart. Hymns 45, 18, and 35.

The Mission Launch "Daywing" will call on the ships between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Ferry Wharf 10.30 and 6 p.m.) to bring men ashore to the services. The "answering pennant" is the call flag. Strangers welcome. All seats free.

Gospel Hall.

6 Arundel Street, Top Floor, Of Queen's Road, East.

Meetings are held as follows:—

SUNDAY.

Acts 2.42 11 a.m.

Gospel Address 5 p.m.

TUESDAY.

Soldiers & Sailors Bible Class. 5 p.m.

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Hosiery, Gloves.
Ribbons, Laces.
Dress Materials.
Linens, Longcloths.
Drills, Hollands.
Flannels, Flannelette.
Feathers, Flowers.
Chiffons, Nets.
Umbrellas, Rain Coats.
Fancy Work, Wools.
Boots and Shoes, &c., &c.

Gentlemen's Dept.

Shirts, Collars.
Hosiery, Gloves.
Hats, Ties.
Umbrellas, Rain Coats.
Boots and Shoes.

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**General Drapers, Dressmakers, Milliners, Hosiers,
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General Furnishing.

Carpets.
Linoleums.
Tapestries and Repps.
Art Serges.
Household Linens.
Down Quilts.
Blankets.
Bedding.
Bedsteads.
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China and Glass.
Bags and Trunks.
Fancy Leather Goods.
Toys and Games.
Mats and Rugs.
Overmantles, Mirrors, &c.

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JUST ARRIVED.**

A CHOICE ASSORTMENT OF HANDMADE LACE COLLARS, ALSO THE NEW
APPLIQUE NET COLLARETTES.

NEW STOCK OF LACES AND INSERTIONS. CHIFFON AND NET RUFFLES.
PARASOLS IN ALL THE LATEST STYLES, ALSO "CORONATION" UMBRELLAS.

NEW SPOTTED CHIFFON FOR TIES ETC.

A LARGE SELECTION OF FLOWERS AND FOLIAGE FOR MILLINERY PURPOSES.

LATEST FASHIONS IN BLOUSES BOTH SILK AND MUSLIN.

DRESSING GOWNS AND JACKETS IN GREAT VARIETY.

ALSO A LIMITED SUPPLY OF FANCY BRUSH TIDIES AND PINCUSHIONS.

DRESS DEPARTMENT.

NEW SUMMER MATERIAL "CREPOLINE" IN ALL DAINTY SHADES.
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CHILDREN'S DEPARTMENT.

A LARGE SELECTION OF CHILDREN'S SILK AND MUSLIN HATS.

FURNISHING AND IRONMONGERY DEPARTMENTS.

NEW CRETONNES, REPPS AND SERGES, NEW CARPETS, SQUARES, AND RUGS.

NEW TAPESTRY AND CHENILLE CURTAINS AND TABLE COVERS.

COOKING AND HEATING STOVES AND RANGES. OIL STOVES AND LAMPS, REGISTERS.

FENDERS, TILES, COAL BOXES, ENAMELLED KITCHEN WARE, CHINA AND GLASS.



PERAMBULATORS, MAIL CARTS, TOYS, DOLLS, INDOOR AND OUTDOOR

GAMES IN GREAT VARIETY.

DRESSMAKING DEPARTMENT.

This section of our business is a new venture and has met with extraordinary success during the past 7 months.

All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the
knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.

We intend making this department a specialty and ladies will do well to give us a trial.

Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest and most

Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.

Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.

Space will not allow us to quote the thousands of articles stocked in this establishment but two words will convey all that is
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June 13th.